

FINE RUN OVER DECORATION DAY

Good Roads, Scenery and
Hotels on This Three
Day Trip.

Spring tourists will be glad to know of a route laid out by the A. A. A. touring bureau, which combines good roads, attractive scenery and satisfactory hotel accommodations. This last feature is particularly important at this season when so many leading summer hotels are not yet open.

The first day's run is from New York to Albany, and traverses the historic Albany post road, which, from Tarrytown north, is marked by blue bands painted on telephone poles. The distance is about 150 miles and the principal towns en route are Tarrytown, Ossining, Peekskill, Poughkeepsie, Rhinebeck and Hudson. This is part of the trunk route to Buffalo and the Adirondacks, but the second day's run from Albany to Binghamton is not nearly so well traveled, although it is over excellent State roads.

The route runs via Clarksville, Burnie, Gallipolis, Cobleskill and Worcester to Oneonta, eighty-five miles from Albany and a good lunch stop. The afternoon's run covers sixty-two miles and goes through Unadilla, Balm, bridge and Haverhill. The drive from Oneonta to Binghamton follows very scenic, but somewhat hilly roads, and is equally attractive. Binghamton provides excellent hotel accommodations for the second night.

An early start should be made on the third day for the run of 181 miles in order to reach New York before dark. The route follows good State roads all the way, however, and usually can be negotiated in about ten hours. The morning's run of eighty-eight miles brings one to Liberty, where a good luncheon may be obtained. Leaving Liberty, the motorist continues along the State highway through Monticello, Wurtsboro, Binghamton and Middletown to Goshen. The final lap of the trip runs through Tuxedo, Suffern and Hackensack to Englewood and there, the Broadway street ferry is crossed to New York.



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Road Notes

Delaware Parkway is in very poor condition. Repairs have been started but there is a bad stretch this side of City Island.

Trucks should avoid the Phillipsburg-Somerville, N. J. route. White House and Lebanon to Lambertville via Flemington is impassable to heavy loads. Condition of these roads may improve within the next ten days.

Tourists had better stay in New York State on the hard surface roads. Dirt roads are still soft and a great many repairs are in order in New Jersey and Southern New England.

Pennsylvania State Highway Department is planning many road improvements which will include over six miles of pavement in Westmoreland county alone.

The famous White Horse Pike en route to Atlantic City is being reconstructed. A few miles stretch between Asco and Asco has been relocated, eliminating the steep grades and dangerous curves. Hammonilton has been skirted to avoid the congested streets of the town. It is interesting to note that motorists do not have to make more than a 45 degree turn from Camden, N. J., to Berlin, N. J., and from there to Atlantic City no curve more than 5 degrees.

West Virginia has the right idea. Instead of the unreliable plank bridges they have adopted concrete as a standard bridge building in State Park near Parkersburg in Wood county. One of the most heavily traveled roads hosts a bridge of this type. Private Anne county will have over ten miles of new concrete roads and Lancaster five.

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PLAN BIG ORPHANS' OUTING.

Officers Elected and Assistance of Dealers Wanted.

Headquarters of the Orphans' Automobile Day Association of New York, Inc., which organization takes thousands of orphans and half orphans children of New York City on their annual automobile ride and outing, have been opened at the office of the Automobile Dealers Association, 1845 Broadway.

At the annual meeting of the board of directors of the association, held April 7, C. H. Larson was elected president. William C. Postner, first vice-president; E. A. Homer, second vice-president; Horace D. Lister, treasurer; William S. Silver, secretary; Frank G. Carrie, chairman of the finance committee.

As usual, the custom of calling on automobile dealers, private automobiles, owners and the general public for the use of their cars for the day and for cash donations has begun. Entry blanks will be distributed to the local automobile dealers, and the association will be grateful for any assistance the automobile trade and others lend toward making the sixteenth annual Orphans' Day, the success this worthy cause deserves.

This year the children will be taken in automobiles of both the passenger and commercial types to the Bronx Park, East 177th street and Bronx Park (H. P. McGraw) has kindly donated the use of this park, where they will be given a luncheon, followed by a vaudeville show, hand concert and other forms of amusement and returned to their respective homes by 5 o'clock.

Cash and car blanks may be obtained from the association office.

KEEP SPEED DOWN FIRST 1,000 MILES

Some Important and Expert
Information for the New
Car Owner.

By WM. H. STEWART, JR.,
President of the Stewart Automobile School.

The dealer has just left your new car at the door and promptly you invite the family to go for a short ride. Doesn't the engine sound powerful and quiet? Your critical tests all meet with satisfaction, and you realize that it means sun, flowers and red blood and that it will pay its cost in health for you and yours. But—were you interested in your car's health? Do you intend to keep it fit from the start? Of course you do!

After the first trip take a wrench and go over every nut and bolt on the car to make certain that they are all tight. The engine marks should be given special attention, for the slightest defect here will result in misfiring and poor carburetion. Make your inspections frequently for the first 1,000 miles until the car shall have worn in somewhat, then you can relax your vigilance a bit.

Make a thorough study of the instruction book. Look at the lubrication chart and familiarize yourself with the location of every grease cup and oil hole, then see that they are kept filled properly. This will insure you against worn parts or scored bearings and incidentally allow you to learn the lubrication system thoroughly.

When an automobile is half the engine has been run but little and every part is fitted tight to make them strong after the roughness has worn off. Don't

sequently the car is very stiff and will not show much speed until these parts wear in. So don't exceed twenty-five miles an hour until your speedometer registers 1,000 miles. By so doing each part will "find itself" and you will be perfectly safe in exceeding thirty miles an hour, if you force a car before it has obtained the 1,000 miles it will result in a noisy engine and premature repairs. Drain off the oil every 500 miles and replace it with fresh. You will be surprised at the quantity of grit and dirt that comes from the crank case. The bearings and pistons throw off small particles of metal which if you don't remove with the old oil will work into the bearings and cause serious results. Perhaps your motor will show a tendency to overheat when new. Don't let this worry you for it is merely the friction caused in wearing off the rough surfaces of the engine. Drive intelligently and just give her plenty of oil and water and soon this trouble will disappear.

Every now and then the new car should be jacked up, the wheels shaken and the looseness removed. As the bearings become accustomed to their work the need for adjustment will go away as do the other ills.

Be careful of your gasoline adjustment on the dash. Do not leave it "rich" any longer than is necessary, for this results in an extra amount of gasoline getting into the engine base, which will of course thin the oil.

The body cleaning should be done very carefully for the first month—use a simple flow of water without spray or force. If you don't finish will be marred. The longer you drive without unnecessary cleaning the harder the varnish will become.

HELPFUL HINTS.

Do not allow the engine to race or to run when the car is standing. Self-starters are made to be used, and it is good for the battery to be operated intelligently.

Keep the tires fully inflated; soft

tires consume power as well as destroy themselves. Keep the carburetor adjusted at the leanest possible mixture; a lean mixture reduces carbon deposits.

Don't try to economize by purchasing the "just as good" oil. Buy the right, best grade and change the supply about every 500 miles. You will find this the most economical in the long run.

If you follow the car driven by an expert you will notice that he maintains a constant speed—that he does not loaf along and then suddenly jump to forty miles an hour. You use more gasoline when you accelerate. Select a safe driving speed, making only gradual speed changes when it is necessary. Observe how the other fellow does it and profit by his experience.

A Good Adjuster.
A slightly tapering bolt with a number of steel washers under the head so that by removing one or more the bolt may be tightened in its bearings makes an admirably steering gear connection. It is, of course, too much attention cannot be given to obtaining dependable steering gears.

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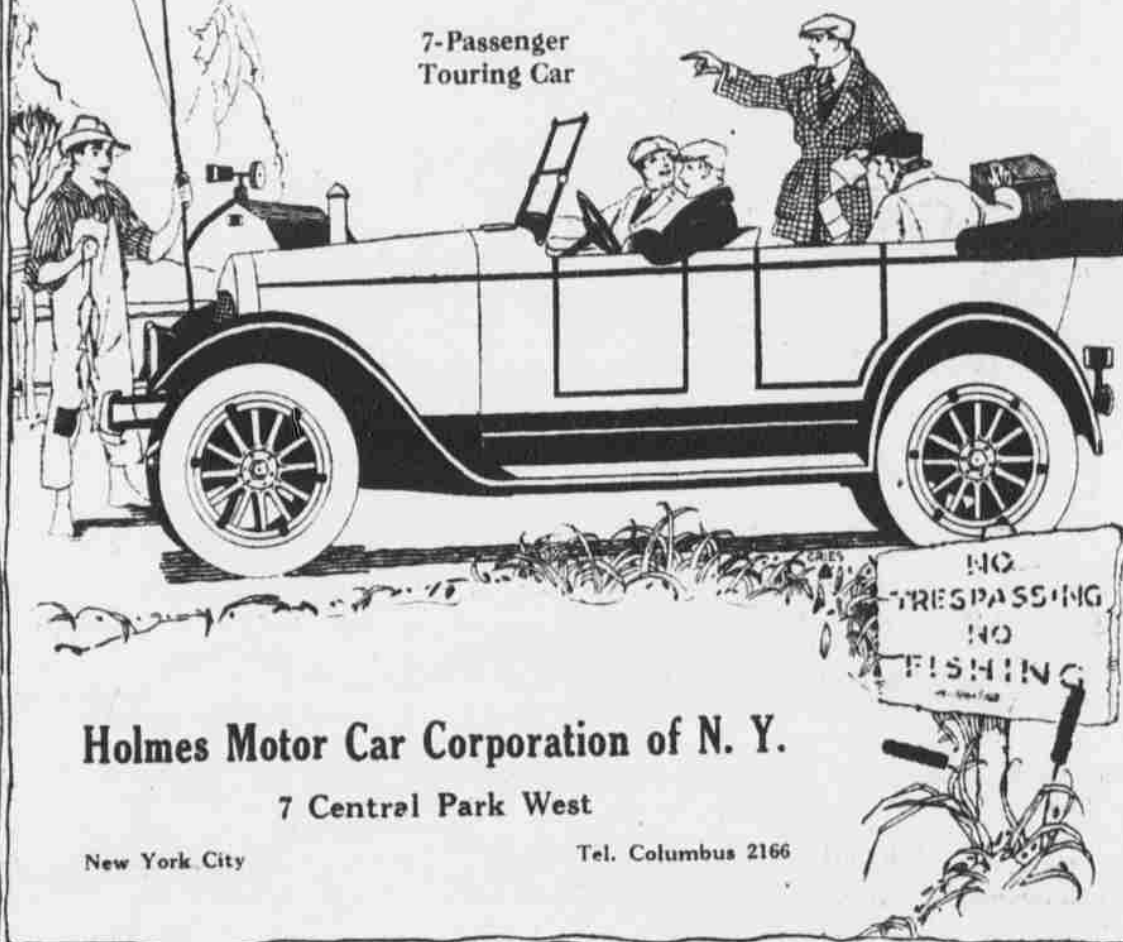
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